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PORT OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1962

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REPORT

by the

Medical Officer of Health

to the

CHAIRMAN AND MEMBERS OF THE PORT HEALTH AUTHORITY

I have pleasure in presenting my report on the work of the Port Health Authority for the year 1962, in accordance with regulation 12 (4) of the Public Health Officers (Port Health Districts) Regulations, 1959.

The report is presented in the form required by the Minister of Health, and the statistical information is arranged in the form and sequence indicated in the Ministry letter, dated 14th November, 1962, and form Port 20. Where the entry "No change" appears, it is to indicate that there has been no variation in the detailed information given in the annual report for 1960.

As a precautionary measure it was deemed advisable in the early part of the year to vaccinate all the staff against smallpox. A strict watch was kept on all vessels arriving from Pakistan, bearing in mind the advice given by the Ministry of Health. No cases of smallpox arrived in the port during the year.

Mr. Ashton, motor launch engineer, retired in August after 40 years' service. His work at all times was of the highest standard and the Port Health Authority unanimously decided that he should be presented with a scroll recording his loyalty, zeal and efficiency over the years. They also expressed their good wishes for a long and happy retirement.

It was agreed to withdraw the motor launch "Hygeia" from service. After 23 years constant use the time was approaching when major repairs would have incurred considerable expense. It was decided, therefore, that following the disposal of the launch the port health inspector concerned would in future carry out his duties in the Warrington-Eastham section of the Canal by car and that a rodent operative would be appointed. The rodent operative commenced duty in August, 1962, and a small office was opened on the docks at Ellesmere Port in November. This office will serve as a useful operations base for the inspector and rodent operative.

The boathouse at Weston Point was disposed of but it was not possible to sell the oil storage tank and store hut. British Waterways agreed to the tank being left in position provided the pump and housing were removed and under these conditions there would be no obligation to pay rent as from the 1st September. The store hut was demolished by British Waterways.

A quarantine medical officer from Abadan Airport made a short visit to the port in August. A number of student public health inspectors also visited the port during the year.

It gives me much pleasure to record my sincere thanks to the Chairman and Members of the Port Health Authority for their support and co-operation, and to the staff for their devoted service during the year.

I have the honour to be,
Your obedient servant,
CHARLES METCALFE BROWN,
Medical Officer of Health.

Port Health Office,
168 Trafford Road,
Salford, 5.

Members of the Port Health Authority

The membership for the year was as follows :—

Councillor B. S. LANGTON, J.P. (Chairman) Alderman J. E. FITZSIMONS, J.P. Councillor Mrs. N. BEER, O.B.E., J.P. Alderman R. E. THOMAS, J.P., (until May) Alderman W. ONIONS, M.B.E., J.P. (from May)	County Borough of Manchester.
Alderman S. W. DAVIS (Deputy Chairman) Alderman T. C. LOFTUS Alderman G. H. GOULDEN, J.P. Alderman Miss M. C. WHITEHEAD	County Borough of Salford.
Alderman E. REID (until May) Councillor Mrs. E. M. MACPHERSON, J.P. (from May)	Borough of Stretford.
Alderman Mrs. E. BODDAN	Borough of Eccles. Irlam U.D.C. Urmston U.D.C.
Councillor J. HUNT	Lymm U.D.C. Runcorn R.D.C. Runcorn U.D.C. Bucklow R.D.C.
Councillor D. H. BREW, J.P. (until May) Alderman J. MORRIS, J.P. (from May)	Warrington C.B. and R.D.C.
Alderman P. HANLEY	Borough of Widnes Borough of Bebington Borough of Ellesmere Port

SECTION I : Staff changes

TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Other Appointments
R. C. Ashton	Motor Launch Engineer	18th September, 1922 Retired 31st August, 1962	—	—
W. Jones	Rodent Operative	27th August, 1962	—	—

Address and Telephone No. of the Medical Officer of Health : 168 Trafford Road, Salford, 5 (TRAfford Park 1714).

Branch Offices :
14 Victoria Road, Runcorn (Runcorn 2919).
The Docks, Ellesmere Port (Ellesmere Port 2961).

SECTION II : Amount of shipping entering the district

TABLE B

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the port health inspectors	
Foreign ports	2,545	5,404,947	37	1,686	8
Coastwise ...	3,069	2,358,393	—	274	2
Total	5,614	7,763,340	37*	1,960	10

* Visited by boarding medical officers, Liverpool Port Health Authority, in R. Mersey.

"Foreign" excludes ports in the Irish Republic.

SECTION III

Character of shipping and trade during the year

TABLE C

Passenger Traffic

Number of passengers INWARDS : 522.
Number of passengers OUTWARDS : 602.

Cargo Traffic

Principal IMPORTS :

Petroleum oils, grain, ores, woodpulp, sand and gravel, timber, paper and newsprint, non-ferrous metals, flour, meal, etc., sulphur, foodstuffs, stone and flints, asbestos, beer and stout.

Principal EXPORTS :

Petroleum products, chemicals, coal and coke, iron and steel manufactures, salt, bitumen, motor vehicles and parts, machinery, foodstuffs, glass and glassware, textiles, creosote.

Total traffic, 1962 : 14,737,434 tons.
Total traffic, 1961 : 14,900,656 tons.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE :

Argentina	Bahia Blanca, Buenos Aires and Rosario.
Australia	Fremantle, Melbourne, Port Pirie and Sydney.
Belgium	Antwerp and Ghent.
Brazil	Porto Alegre, Rio de Janeiro and Santos.
Canada	East and West Coast and Great Lakes ports.
Ceylon	Colombo.
Colombia	Mamonal and Cartagena.
Cyprus	Famagusta, Limassol and Morphou Bay.
Denmark	Copenhagen, Esbjerg, Frederikshavn and Odense.
East Africa	Beira, Lourenco Marques and Mombasa.
Ecuador	La Libertad.
Egypt	Alexandria, Port Said, Port Sudan and Suez.
Eire	Cork, Drogheda, Dublin, Limerick and Wicklow.
Finland	Abo, Helsingfors, Kotka, Lovisa, Mantyluoto, Raumo and Hamina.

Principal ports from which ships arrive—continued.

France	Bordeaux, Calais, Donges, Le Havre, Sete, Paris, Pornic and Rouen.
Germany	Bremen, Hamburg, Rostock and Wismar.
Greece	Patras, Piraeus and Salonica.
Holland	Amsterdam and Rotterdam.
Iceland	Reykjavik.
India	Bombay, Calcutta, Cochin and Vizagapatam.
Indonesia	Balik Papan and Miri.
Israel	Haifa and Tel-Aviv.
Iraq	Basra.
Italy	Genoa, Messina and Savona.
Lebanon	Beirut, Sidon and Tripoli.
Malaya	Singapore.
Netherlands West Indies	Aruba and Curacao.
North Africa	Algiers, Casablanca, La Goulette and Tunis.
Norway	Arendal, Bergen, Christiansand, Haugesund, Frederikstad, Larvik, Narvik, Oslo, Porsgrunn, Risor, Sarpsborg, Skien, Stavanger and Trondheim.
Pakistan	Chittagong, Karachi and Chalna.
Persian Gulf	Kuwait, Mena al Ahmadi, Umm Said and Bahrein.
Peru	Cabo Blanco and Lobitos.
Poland	Gdansk (Danzig) and Gdynia.
Portugal	Leixoes, Lisbon and Oporto.
Russia	Archangel, Leningrad, Igarka, Mesane and Kaliningrad.
South Africa	Capetown, Durban, East London and Port Elizabeth.
Spain	Bilbao and Huelva.
Sweden	Gefle, Gothenburg, Helsingborg, Hernosand, Holmsund, Lake Vener, Norrkoping, Stockholm, Sundsvall and Uddevalla.
Syria	Lattakia.
Trinidad	Port of Spain and Point Fortin.
Turkey	Iskenderun and Istanbul.
United Kingdom	Avonmouth, Belfast, Douglas, Fawley, Glasgow, Larne, Liverpool, London, Londonderry, Lochaline, Par, Penmaenmawr and South Wales ports.

Principal ports from which ships arrive—continued.

United States of America	Atlantic, Gulf, Great Lakes and Pacific ports.
Uruguay	Montevideo.
Venezuela	Amuay Bay, Las Piedras, Punta Cardon, Cabimas, Caripito and Puerto Miranda.
West Africa	Bathurst, Conakry, Dakar, Freetown, Lagos, Lobito, Sapele, Monrovia, Port Harcourt, Takoradi and Warri.
Yugoslavia	Rijeka.

SECTION IV : Inland barge traffic

Numbers and tonnage using the district, and places served by the traffic.

There is a considerable amount of barge traffic between the docks and waterside premises in and about Manchester and to Runcorn, Warrington, Liverpool and Birkenhead. Outside places served include all towns in Lancashire and Yorkshire on the Leeds and Liverpool canal, also towns in Cheshire, Shropshire, Staffordshire, Nottingham, Derby and Leicester on the Weaver Navigation, Trent and Mersey, Shropshire Union, Birmingham and associated canals.

The amount of traffic passing between the Bridgewater Canal and Manchester Docks during 1962 totalled 129,586 tons. This traffic was carried in boats owned by the Bridgewater department of the Manchester Ship Canal Company and in bye-traders' boats.

Thirty-three canal boats were visited, 12 of which were found to contravene the Canal Boats Regulations. Thirty-one inspections were carried out in the main docks and a further 2 visits were made to boats lying in the Warrington-Ellesmere Port section of the ship canal. Twelve complaint notes were issued and contraventions were corrected on 8 of the boats inspected.

The following is a summary of the defective conditions and contraventions found. No legal proceedings have been necessary to obtain the remedy of defects :

Registration certificate not produced	3
Registration certificate torn, required renewal	1
Cabins in defective condition	2
Locker and fittings defective	2
Water tank required cleaning	1
Stoves, stove pipes, etc., defective	3
Cabins required painting	6
	18

No cases of infectious illness were reported and no boats have been detained for cleansing and disinfection.

The Port Health Authority is not a registration authority.

SECTION V : Water supply

(1) *Source of supply for (a) the district and (b) shipping.*

(a) Piped water supplies are provided by the respective water undertakings abutting the ship canal.

(b) Fresh water is obtainable direct from hydrants in Manchester Docks and on the quays, wharves, etc., between Mode Wheel and Barton Locks, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn, Weston Point, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, Eastham Locks, and the berths in Queen Elizabeth II Dock, Eastham.

(2) *Report of tests for contamination.*

Sixty-one samples of water from ships were examined with the following results :

	Satisfactory	Unsatisfactory	Total
Chemical	21	—	21
Bacteriological	35	5	40

Steps were taken immediately on receipt of unsatisfactory reports to ensure that water tanks were cleaned without delay. When the reports came to hand whilst the vessels were still in port appropriate action was taken prior to sailing.

Copies of reports in respect of water samples taken on British ships were forwarded to the Marine Survey Office, Ministry of Transport, Liverpool.

(3) *Precautions against contamination of hydrants and hosepipes.*

All hydrants and hosepipes were found to be adequately protected against contamination.

(4) *Number and sanitary condition of water boats, and powers of control by the authority.*

A barge, "M.S.C.43", is used on the ship canal for the conveyance of fresh water to dredging craft. The boat is fitted with an after tank which is cement washed twice each year and cleaned regularly. A separate pump and hose are supplied for exclusive use with this tank.

SECTION VI :

Public Health (Ships) Regulations, 1952 and 1954

(1) *List of infected areas.*

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

No change.

(2) *Radio messages.* No change.

(3) *Notifications otherwise than by radio.* No change.

(4) *Mooring stations.* No change.

(5) *Arrangements for :*

(a) Hospital accommodation for infectious diseases.
(b) Surveillance and follow-up of contacts.
(c) Cleansing and disinfection of ships, persons, clothing and other articles.

No change.

Maritime Declarations of Health are supplied to masters of vessels by officers of H.M. Customs and inspectors of the Port Health Authority. There were 1,072 declarations received.

SECTION VII : Smallpox

(1) *Names of Isolation Hospitals to which cases are sent from the district.*

Ainsworth Smallpox Isolation Hospital, Bury.

New Ferry Smallpox Hospital, Beaconsfield Road, Rock Ferry. (Closed on 10th July, 1962)

Sankey Hospital, near Warrington. (From 10th July, 1962)

(2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire and Cheshire County Councils, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The ambulance authorities require annual re-vaccination of all persons who may handle smallpox patients, suspects or contacts.

(3) *Names of smallpox consultants available.*

Dr. C. Metcalfe Brown, Medical Officer of Health.

Dr. D. C. Liddle, Monsall Hospital, Manchester, 10.

Dr. E. R. Peirce, 8 Grosvenor Road, Cressington Park, Liverpool, 19.

Professor Andrew B. Semple, Hatton Garden, Liverpool, 3.

Dr. J. Yule, 199 Chester Road, Hazel Grove, Stockport.

(4) *Facilities for laboratory diagnosis of smallpox.*

Department of Bacteriology, University of Liverpool.

SECTION VIII : Venereal disease

Leaflets giving information as to the location, days and hours of available facilities are distributed by the inspectors when vessels are visited. Posters are displayed on the dock premises by kind permission of the Manchester Ship Canal Company, and similar posters are exhibited in the public conveniences situated in close proximity to the main docks.

The undermentioned information has been supplied by the Medical Director, St. Luke's Clinic, Manchester, in respect of seamen attending the clinic and seamen's dispensary during the year :—

	St. Luke's Clinic		Seamen's Dispensary	
Condition	British seamen	Foreign seamen	British seamen	Foreign seamen
Syphilis	1	1	1	1
Gonorrhoea	23	14	16	20
Other conditions	55	40	100	34
Attendances	226	95	398	167

SECTION IX : Cases of notifiable and other infectious diseases on ships

TABLE D

Category	Disease	Number of cases during the year		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Chickenpox	—	1	1
	Dysentery	—	1	1
	Pneumonia	—	1	1
	Tuberculosis	—	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Chickenpox	—	1	1
	Pneumonia	—	3	3
Cases remaining on board	Dysentery	—	1	1
	Measles	2	—	1

SECTION X: Observations on the occurrence of malaria in ships

No cases of malaria were reported during the year.

SECTION XI: Measures taken against ships infected with or suspected for plague

No plague-infected or suspected ships arrived during the year.

SECTION XII : Measures against rodents in ships from foreign ports.

(1) *Procedure for inspection of ships for rats.*

Vessels from foreign ports are visited by the inspectors as soon as possible after arrival, priority being given to vessels from infected ports. All such vessels are systematically searched by the rodent operative. Daily visits are made whilst the vessels are in port, traps being set and baits laid wherever necessary. Enquiries are also made by the inspectors as to whether any dead rats have been disposed of prior to arrival. Tankers arriving at Eastham, Stanlow and Ince from foreign ports are visited by the inspector and, whenever possible, a detailed inspection for rodents is made. The short stay of tankers renders it difficult for any specialised treatment to be given. Details of action necessary to deal with any rodent infestation are given to the master, and if the vessel should be proceeding coastwise the medical officer of the next port is notified of the evidence found.

To assist in the coverage of vessels in the Eastham—Warrington section of the canal, a rodent operative was appointed in August following the retirement of the motor launch engineer who had previously carried out part-time rodent control duties.

(2) *Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.*

One black rat caught on a vessel from a foreign port was forwarded to the Public Health Laboratory, Manchester, for bacteriological examination. A further 37 rats caught on the dock premises by the rodent operative of the Manchester Ship Canal Company were also submitted for examination. No evidence of rodent plague was found, and no organisms of the typhoid or salmonella groups grown.

(3) *Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.*

Deratting of vessels prior to the issue of a deratting certificate has been effected by either poisoning or trapping. The necessary work was carried out by Messrs. Rentokil Laboratories, Ltd., Birkenhead, under the supervision of the port health inspectors.

(4) *Progress in the rat-proofing of ships.*

The standard of rat-proofing on new vessels is highly satisfactory. The owners of older vessels have readily complied with any recommendations made for the improvement of rat-proofing.

TABLE E

Rodents destroyed during the year in ships from foreign ports.

Black rats	68
Mice	96
Rats sent for examination	1
Infected with plague	—

RODENT CONTROL

	Foreign	Coastwise
Visits by inspectors	1,690	265
Re-visits by inspectors	602	22
Visits by rodent operative (Section A)	563	30
Re-visits by rodent operative (Section A)	713	10
*Visits by rodent operative (Section B)	187	36
*Re-visits by rodent operative (Section B)	130	7
Rats killed by rodent operative (Section A)	43	—
Rats killed by rodent operative (Section B)	2	—
Mice killed by rodent operative (Section A)	86	2
†Visits by motor launch engineer	41	13
†Re-visits by motor launch engineer	25	5
Rats killed by motor launch engineer	12	—
Rats killed by poisoning	11	—
Mice killed by poisoning	10	—

* from 27/8/62 † to 31/8/62

TABLE F

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

Deratting certificates issued :				
After trapping	After poisoning with warfarin	Total	Deratting Exemption Certificates issued	Total Certificates issued
1	6	7	224	231

Further information regarding rodent control will be found in the section dealing with the requirements of the Prevention of Damage by Pests (Application to Shipping) Order, 1951-56.

SECTION XIII : Inspection of ships for nuisances

TABLE G

Inspections and Notices.

Category of nuisance	Number of inspections :		Notices served			Result of serving notices
	British	Foreign	Statutory notices	Other notices		
				Written	Verbal	
Verminous conditions	147	141	—			
Accommodation and fittings in dirty and defective condition	34	3	—			
Heating, lighting and ventilation defective	9	1	—	British 6	189	16 notices complied with and 9 partly complied with whilst vessels in port.
Insulation defective or insufficient	5	—	—			
Washplaces and fittings dirty and defective	4	3	—			
Drainage defective	4	1	—	Foreign 14	146	4 notices complied with and 6 partly complied with whilst vessels in port.
Sanitary accommodation and fittings dirty and defective	5	8	—			
Food storage, preparation spaces and fittings dirty and defective	25	22	—			
Water system defective	2	—	—			
Accumulation of refuse on deck	21	7	—			
Drinking water tanks dirty	—	1	—			
Provisions stored in accommodation	1	—	—			
	257	187	—	20	335	

VESSELS INSPECTED BY THE PORT HEALTH INSPECTORS

		1962	1961
Vessels entering the port	foreign	2,545	2,396
	coastwise	3,059	3,350
	total	5,614	5,746
Number inspected	foreign and coastwise	1,960	2,204
Percentage inspected		34.91%	38.35%
Number reported defective		355	382
Number on which defects remedied		174	211
Number of vessels on which were remedied defects reported prior to year of inspection	British ...	48	75
	foreign ...	30	52

The work of the port health inspectors at different parts of the port is indicated by the following statement of the number of vessels inspected and the number found with defects :—

Section A (Manchester—Latchford):	Inspected	Defective
Manchester, Salford and Stretford ...	1,188	184
Mode Wheel Oil Wharf	1	—
Weaste	29	9
Brown and Polson's Wharf	18	14
Irwell Park Wharf and Eccles	57	25
Barton	32	9
Irlam	30	7
Partington	19	8
	1,374	256

Section B (Latchford—Eastham) :	Inspected	Defective
Warrington	5	—
Acton Grange	1	—
Runcorn	56	9
Weston Point	83	6
Weston Mersey Lock	1	—
Ince	28	4
Stanlow Oil Dock and Lay-Bye ...	136	25
Associated Octel Wharf	8	2
Stuart Wharf	1	—
Ellesmere Port	148	33
Bowater's Wharf (Ellesmere Port) ...	53	5
Eastham Locks and Lay-Bye	3	—
Queen Elizabeth II Dock, Eastham	57	13
Widnes	6	2
	586	99
Gross Totals	1,960	355

Nationalities of the vessels inspected and the number found with defects :—

	Inspected	Defective
British	729	195
American	38	3
Belgian	4	—
Danish	73	9
Dutch	411	25
Egyptian	4	1
Eireann	29	—
Finnish	65	4
French	11	5
German	168	26
Greek	24	11
Icelandic	2	—
Indian	3	2
Italian	9	7
Japanese	1	—
Jugo-Slavian	3	3
Lebanese	6	3
Liberian	19	14
Norwegian	154	31
Panamanian	14	6
Polish	18	—
Roumanian	2	—
Russian	22	—
South African	3	2
Spanish	4	4
Swedish	143	3
Swiss	1	1
	1,960	355

The number of inspections made of British and Foreign vessels and the number found with defects were :—

	Inspected	Defective
British steamships and motor vessels	729	195
Foreign steamships and motor vessels	1,231	160
Totals ...	1,960	355
Re-visits	366	
Gross total—visits and re-visits ...	2,326	

In the Manchester-Latchford section there was an increase of 38 inspections over the previous year, and in the Latchford-Eastham section a decrease of 282 inspections was recorded.

Number of personnel carried on vessels inspected :—

British :	
European	21,927
Asiatic	6,023
	27,950
American	1,798
Belgian	129
Chinese	519
Egyptian	133
Danish	1,735
Dutch	6,687
Eireann	526
Finnish	1,633
French	352
German	2,613
Greek	724
Icelandic	36
Indian	178
Italian	323
Japanese	52
Jugo-Slavian	114
Lebanese	146
Liberian	597
Norwegian	4,933
Panamanian	365
Polish	337
Roumanian	68
Russian	592
Spanish	102
Swedish	3,316
South African	167
Swiss	53
	56,178

SECTION XIV : Public Health (Shell-fish) Regulations, 1934 and 1948

No change.

SECTION XV : Medical inspection of aliens and Commonwealth immigrants.

A medical officer serving Manchester Airport or one serving the Port of Liverpool, whichever was the more convenient in the particular case, would be available to examine an alien if required.

When the Commonwealth Immigrants Act, 1962, became operative on the 1st July, 1962, arrangements were made with the Port Medical Officer of Health, Liverpool, for the same procedure for medical examination to be adopted as under the Aliens Act, 1953. The co-operation of the Port Medical Officer of Health, Liverpool, in this matter is much appreciated.

SECTION XVI : Miscellaneous.

Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

No change.

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951-56

Rodent Control Certificates issued 1

	Visits by inspectors	Visits by rodent operatives
Floating elevators	6	23
Barges	3	26
Tugs	3	—
Dredgers	1	1
Dry dock (Ellesmere Port)	—	1

On the Manchester Ship Canal Company property at Ellesmere Port, 121 campaigns using arsenic, zinc phosphide and warfarin were carried out. An estimated kill of 355 rats was recorded in respect of those campaigns carried out involving the use of arsenic and zinc phosphide. A further 28 rats and 12 mice were estimated to have been accounted for on property of the company at Runcorn by the rodent operative of the local authority.

The continued co-operation of the Ellesmere Port and Runcorn authorities in effectively controlling any rodent infestation on property abutting the canal is much appreciated.

DANGEROUS DRUGS REGULATIONS, 1953

Two certificates were issued under these regulations during the year to the masters of foreign vessels.

CLEAN AIR ACT, 1956
DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958.

The attention of masters of vessels arriving in the port was directed to the requirements of the Dark Smoke Regulations; leaflets giving details of the permitted periods allowed were distributed for the attention of all personnel concerned. Owners and masters were invariably most anxious to co-operate in doing all possible to prevent smoke emission.

Fifty visits and observations were made in the Manchester-Latchford section of the canal, whilst a further 29 visits were made and observations taken between Latchford and Eastham, including the Queen Elizabeth II Dock. Sixty verbal notices were given, 37 in respect of smoke from British vessels and 23 from foreign ships. No occasion arose on which it was necessary to serve a written notice.

OBSERVATIONS OF THE PORT HEALTH INSPECTORS

Motor launch "Hygeia"

The launch "Hygeia" was commissioned in February, 1939. Early in 1962 after serious consideration had been given to the age and condition of the launch, it was agreed that, together with the boathouse and oil fuel tank, it should be offered for sale. Subsequently the launch and boathouse were taken out of commission in August 1962.

In 23½ years the "Hygeia" gave excellent service and covered an estimated 76,000 miles in the ship canal. She was the third launch to bear the name "Hygeia" and the authority is now without a launch for the first time in 60 years.

Coincident with the disposal of the launch, Mr. R. C. Ashton, motor launch engineer, retired on the 31st August after 40 years' service with the authority. During his entire service, Mr. Ashton performed his duties with keen interest, and it was due to his zealous care and efficiency that the two launches coming under his control, were always kept in first-class condition.

Following the disposal of the launch, the inspector in the Warrington — Eastham section carried out his duties by car.

Smoke abatement.

Eastham-Warrington section of the port.

Regular attention was given to the implementation of the Clean Air Act, 1956, and the Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958.

The placing of notices on incoming vessels and personal contact with masters and officers continued, and valuable assistance was received from the Police Department of the Manchester Ship Canal Company at Eastham, Ellesmere Port and Stanlow.

Queen Elizabeth II Dock and Eastham area.

The number of ocean-going tankers using the dock was 147, including 3 for repairs, a decline of 57 compared with 1961. The number of small coastal and estuarial tankers, including barges, increased from 98 to 231 excluding tugs and dredging craft.

Little trouble was experienced and only four cases of contravention were observed. Two of the offences were due to carelessness, another to a defective forced draught system, whilst the fourth tanker had difficulties in heating and discharging a heavy wax cargo. Visits were paid to, and watch was kept on, dredgers and hoppers working in the dock, but no instance of excessive smoke was observed.

Ellesmere Port — Warrington section of the ship canal.

Seven vessels alongside were observed emitting excessive smoke and immediate action was taken, resulting in cessation of smoke in all cases except one, where forced draught fan trouble was being experienced.

Two sand hoppers under way were observed to contravene the regulations and letters were sent to the owners. Routine visits were paid to five small vessels with previous records of fault to remind personnel of their obligations. Three complaints of excessive smoke were received from the Medical Officer of Health, Runcorn, and were followed up by interviewing the masters and notifying the owners.

General notes on smoke control

The trend towards improvement continued, and in most cases the co-operation of personnel was understanding and good. In respect of small coal-fired vessels, the lessening of smoke emission is mainly due to the decrease in the operational numbers of these craft since they are being replaced by diesel propelled vessels or converted to oil burning.

Three-quarters of the offences were due to carelessness or inefficiency of boiler room operatives. Lack of smoke detecting systems on most vessels continues to cause concern and should be remedied. No excuse is made for referring to these deficiencies once again and to the necessity to remedy them especially when oil-fired boilers are involved.

Shipping inspection — general duties.

There were 586 ship inspections and 147 revisits made. Inspections fell by 282 over 1961, due mainly to illness and staff changes. The recession in tanker trade at Eastham continued, but signs of a revival were evident towards the end of the year. Priority of inspections was given to foreign-going vessels and the decrease in visits mostly concerned coasting vessels.

The general standard of cleanliness and hygiene found in accommodation and storerooms was satisfactory, the main defects discovered being insect infestations. In this respect it should be noted that British vessels compared more favourably than foreign-owned ships.

Rodent control was regularly exercised, but the incidence of infestation was low. Searching and trapping was carried out by the launch engineer until his retirement in August when a full-time rodent operative was appointed to increase the coverage of all types of craft. Hutted office accommodation was provided at Ellesmere Port docks to accommodate the inspector and rodent operative.

No active infestations were found on tankers and only three showed old traces. On cargo vessels, infestations found were generally minor and appropriate action was taken by trapping and/or poisoning. The heaviest infestation encountered concerned a foreign-owned vessel loaded with pyrites. This vessel was in possession of a valid deratting exemption certificate issued (whilst loaded with 8,000 tons of grain) in a foreign port. A heavy generalised infestation was found, poison was already in use, and it was ascertained that approximately 100 rats had been destroyed in the previous three months. During the vessel's stay in port, 7 traps were set and a further 409 poison (warfarin) baits were laid, resulting in the destruction of a further 18 rats.

The import of foodstuffs into Ellesmere Port, Runcorn and Weston Point docks continued on a comparatively small scale, and included grain, flour, potatoes, canned fruit and milk, dried fruit and fish. Seizures were made in respect of flour and canned fruit, the former being released, under guarantee, for purposes other than human consumption.

Regular attention was given to the Food Hygiene (Docks, Carriers, etc.) Regulations, 1960, and the various dock managements readily complied with requests made regarding cleanliness of docks and warehouses.

Nine water samples were taken and submitted to the Public Health Laboratory at Chester for bacteriological examination. The samples were from a water barge and a dredger and 4 vessels. Results were satisfactory, except for two samples from one vessel due to contamination of tap and fittings. Remedial action was in progress when the year ended.

m.v. "Sertan" — salvaged foodstuffs.

Salvage operations were continued and completed. In March the vessel was towed to Ellesmere Port dry dock for final cleaning and survey. A quantity of canned fruit and meat, together with one barrel of fruit pulp, were removed from the hold and loaded into a barge with other salvaged material. These foodstuffs were taken to the Thelwall deposit grounds and destroyed by burial, under the supervision of the Health Department of the Warrington Rural District Council.

Six further barrels of fruit pulp landed at Ellesmere Port in November, 1961, were subsequently destroyed by emptying into a hopper barge and discharged with dredged material onto the Frodsham deposit grounds. Two hundred pieces of lard were released, under guarantee, for industrial use in another district.

With the disposal of the above, all salvaged foodstuffs from the vessel were accounted for. The operation lasted eighteen months and involved much time, discussion and correspondence.

G. E. STANLEY.

Manchester — Warrington section of the canal.

The smoke pollution from vessels continues to concern us. The problem differs from day to day depending on the vagaries of trade and the type of ship using the canal.

Unlike shore installations which can be permanently maintained at an efficient functional level, the navigational hazards of the canal may impose sudden demands for steam, with the inevitable emission of smoke even if only for short periods.

The sale and resale of old vessels that have exceeded their normal life span adds to the problems since the owners often cannot afford modernisation. New tonnage presents no problems, except in the few cases where motorships have a small boiler which is sometimes heavily taxed in meeting the combined loads of steam for domestic and auxiliary purposes without emitting smoke. The magnitude of this problem is negligible compared with that resulting from the slow progress being made in the replacement of the coal-burning harbour craft, including dredgers, tugs, cranes, elevators, and small auxiliary craft. These vessels virtually negate the purpose of the Clean Air Act. Repeated representations have been made about these craft and assurances have been received that a policy for conversion is in hand, but only limited progress was observed. Incidentally, the Clean Air Act does not authorise the payment of improvement grants in this category of case. Representations were also made to a company owning small tankers, equipped with coal-fired natural draught boilers, to consider conversion to oil. A notable conversion during the year was carried out in the S.S. "Mancunium", completely eliminating smoke emission.

Clean air zones continue to be introduced by the riparian authorities, and ultimately the canal will be enclosed by such areas. We have continued to publicize the requirements of the Clean Air Act and an interesting result of this was a letter from a firm of solicitors in New York requesting further information about the Clean Air Act. They had seen a pamphlet, placed on board a ship that had visited Manchester, which outlined the regulations for the control of smoke emission from vessels.

A ship arriving from North Africa had 18 of the crew of 25 ill with stomach upset during the voyage. After medical examination by a boarding medical officer at Liverpool, the ship proceeded to Manchester, where faecal specimens from the crew were obtained. Sonné dysentery organisms were isolated from one case. Medical treatment was commenced and arranged to be continued at the next port of call. Food contamination appeared to be the most likely vehicle for the spread of the infection. Besides eliminating by sampling the possibility of waterborne infection, steps were taken to stop an unsatisfactory and unhygienic practice in food preparation. Follow-up medical surveillance was arranged where members of the crew left for home.

The disinfection of ships and bedding where infectious disease had occurred, was carried out by the Salford Health Department. Modern methods of control have significantly reduced the infestation of vessels by cockroaches and bed bugs. Routine control measures now commonly practised, together with the use of organo-phosphorus insecticides, have practically eliminated the latter. Unfortunately cockroaches, especially the common steamfly (*blatella germanica*), resist all endeavours at complete destruction and persist in small and unassailable colonies which are the foci for re-infestation.

In the field of control of the destructive rodents — rats and mice — progress has been maintained and no serious infestation was noted. Improved rat-proofing of post-war tonnage has contributed greatly to this end. Small infestations are, of course, detected from time to time, especially in older vessels which provide better harbourage. Mice are more frequently encountered and are found mainly in vessels carrying grain from North America. Poison baits of the warfarin or anti-coagulant type and traps were used to control the minor infestations discovered. In one instance, rats were found to be established in the insulation material of a ship's refrigerators, and they were most effectively dealt with by the use of methyl bromide gas applied by a specialist contractor.

The quality of drinking water on vessels, both British and foreign, was checked by the collection of 52 samples, 31 submitted for bacteriological examination and 21 for chemical analysis. Three samples were subsequently found to be unsatisfactory. Remedies included the cleaning of tanks or the super-chlorination of the water. As in the past, valuable assistance was given by other port health authorities in following up this work. A close working liaison is maintained with the Ministry of Transport who are informed of the results of all drinking water samples obtained from British vessels.

Thirty-one inspections of canal boats were made and twelve notices served in respect of 18 defects found. Notifications were received that 14 of these defects had been remedied.

The standard of cleanliness on board vessels was generally good, and when defects were noted they were invariably promptly remedied. New vessels have a very high standard of accommodation and equipment for the use of personnel.

A. M. DICKSON
J. FORBES

FOOD INSPECTION

Results of Inspection

Details of food imports which were seized as unsound.

Articles :	Tons	cwts.	qrs.	lbs.
Grain, cereals, etc.				
Flour	43	15	0	5
Grapenuts		2	1	18
Maize	59	14	0	16
Rice	1	19	0	12
Rye		1	1	14
Soya beans	1	10	0	3
Starch		15	3	14
Wheat	109	0	1	11
Wheat germ	1	15	1	12
Fruit and nuts				
Desiccated coconut		1	1	16
Canned fruit		11	1	5¾
Canned fruit juice			3	5¾
Lemons		6	2	12
Prunes			1	2
Raisins		3	0	24
Fish				
Canned fish				6¾
Vegetables				
Bottled vegetables			3	9¾
Canned vegetables		5	2	22½
Beans	5	18	3	3
Dehydrated vegetables		4	3	27
Lentils		1	0	17
Onions	9	15	1	22
Peas	50	5	2	23
Dairy produce				
Canned milk			2	26¼
Edible oils and fats				
Lard	3	8	1	13¼
Premier jus		5	2	13½

	Tons	cwts.	qrs.	lbs.
Meat and poultry				
Canned chicken				6¼
Canned meat	1	3	2	27
Sweets, confectionery, etc.				
Biscuits			3	2½
Cakemix			1	0
Sugar cane molasses (canned)		11	1	5
Jam (canned)			3	4½
Rusks			2	20
Miscellaneous				
Cocoa beans	28	18	1	3
Glucose		2	2	0
Corn relish (bottled)				16½
Mango chutney		5	0	0
Pickles (bottled)		1	0	6½
Tea	2	1	1	9
Tomato catsup (bottled)			1	11
Tomato juice (canned)			2	4¾
	323	11	1	22¾

FOOD VOLUNTARILY SURRENDERED

Beans			3	16
Cornflour		2	0	0
Canned fruit		2	1	8
Canned vegetables			2	10
Bottled vegetables			1	18
Lard			2	6
Canned meat		1	2	0
Glucose				20
Pickled herrings		1	1	0
Ships' stores	1	15	2	21
	2	5	1	15

LABORATORY EXAMINATIONS

Number of samples examined by :

(a)	Public Analyst	56
(b)	Bacteriologist	152

The following among samples forwarded to the Public Analyst, Manchester, for chemical analysis were unsatisfactory.

Nature of sample	Object of examination	Result
Australian canned sugar cane molasses.	Reason for unsoundness	Blown tins.
Dutch bottled gherkins.	Preservative	Failure to comply with Public Health (Preservatives etc. in Food) Regulations.
Dutch bottled beetroot.	ditto	
American assorted wafers (sweets).	Permitted colour	Contained two non-permitted colours.

The undermentioned among samples submitted to the Public Health Laboratory, Manchester, for bacteriological examination were unsatisfactory.

Nature of sample	No. of samples	Result
Czechoslovakian canned ham.	8	Unsatisfactory bacteriological report, including clostridium welchii in one sample.
Dutch hog casings.	1	B.coli isolated; no organisms of the typhoid or salmonella groups grown.
Australian canned sugar cane molasses.	6	Yeasts and aerobic spore-bearing bacilli grown.
Canadian soya bean oil (contaminated by water).	11	Faecal coliform organisms isolated from oil and water.

OBSERVATIONS OF THE FOOD INSPECTORS

Stowage of foodstuffs in proximity to unsuitable cargoes still presents problems, and the danger to and the inevitable loss of foodstuffs that will arise, particularly in the event of heavy weather on voyage, cannot be over-emphasised.

Consignments of Swedish, Danish and German meat and meat products arriving without official certificates were detained, and later released on receipt of the required certificates accompanied by an affidavit from the government veterinary officer of the country concerned. A consignor of Danish salted pork and beef sundries, after being allowed to import four consignments on the belated production of the necessary official certificates, subsequently tried to import four further consignments without official certificates, and importation was refused. Letters to the importers produced no satisfactory results, and eventually the matter was brought to the notice of the Ministry of Agriculture, Fisheries and Food, who raised the matter with the Danish Government. The most recent consignment was correctly certificated !

A consignment of Dutch hog casings without official certificates affixed was returned to the country of origin.

From two consignments of Czechoslovakian canned hams, comprising 294 tins, 72 tins were seized as unsound (blown). Fourteen tins, apparently sound, were submitted for bacteriological examination; five tins were sterile, but cultures from the other nine revealed growths of enterococci, Clostridium sp., coagulase negative staphylococci, diphtheroids, faecal streptococci and Clostridium welchii. All the tins were surrendered and destroyed.

No organisms of the typhoid or salmonella groups were isolated from the seventy-eight samples of Cingalese desiccated coconut submitted for bacteriological examination.

Samples of frozen Mexican prawns were submitted for bacteriological examination. Organisms associated with food poisoning were not found, but faecal coliform organisms were isolated on one occasion. Since the bulk of the consignment had been allowed to proceed to its destination, the local Medical Officer of Health was notified. Eventually satisfactory reports were received after further sampling and the consignment was released.

A consignment of orange juice was found to contain sulphur dioxide in excess of the permitted amount. As the commodity was for use in soft drink manufacture, an undertaking was required from the users that the amount of preservative in the final product would be within the prescribed limits.

A sample of sweets imported from America was found to contain sixteen different dyestuffs. Of these, fourteen were permitted and two were non-permitted colours. The bulk of the consignment was allowed to proceed to its destination and the local Medical Officer of Health was notified of the findings.

A consignment of bottled gherkins and beets was found not to comply with the Preservatives in Food Regulations and was re-exported.

A large number of blown tins were observed in a consignment of 83 cases of canned crude sugar cane molasses. After 100 per cent. examination, 723 tins (36 per cent.) were seized and destroyed.

Three hundred and ninety bags of "wet and wasty" onions were seized and destroyed.

Regular and large consignments of dried peas continued to be imported. Thirty-six tons of sweepings were released for cleaning and washing.

The disposal of rejected ships' stores was effected on several occasions.

Food Hygiene (Docks, Carriers, etc.) Regulations, 1960

A full year of development and improvement by the Manchester Ship Canal Company has included work necessary to comply with the requirements of these regulations. Once again it was not possible to give the time necessary for the full implementation of these regulations.

Further improvement in rodent control will depend mainly on the removal of permanent harbourage on the dock estate. An intended survey of the whole of the area proved so time-consuming that it had to be abandoned. Permanent rat harbourage is now being dealt with piecemeal as and when it is discovered. In this respect 1 shed 6 dock and 2 shed 7 dock, where permanent harbourage was afforded by defective shed floorings and retaining walls, have been rat-proofed. Several wooden huts which had sunk below ground were raised to give a minimum of 9 inches clearance above ground level. Much, however, still remains to be done.

The provision of new sanitary accommodation is proceeding satisfactorily. In addition to the two blocks completed in 1961 a further four were completed this year.

Large flocks of pigeons still inhabit the dock area with the subsequent fouling of sheds and cargo. Efforts were made by the Ship Canal Company to reduce the numbers, but the nuisance being caused by these birds, which inhabit not only the dock area but adjacent areas, may warrant action over a larger area than is controlled by the Authority.

Such inspection of rail wagons, used for the carriage of foodstuffs, as it has been possible to carry out, revealed a considerable improvement in their condition.

T. BORROWS
W. H. JENNINGS